(c) the reasons for not flying an Air Bus A-320 in place uf Boeing 737 in case the traffic volume in these sectors is increasing; and

(d) whether there is any plan to press A-320 airbus into service in these routes in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The average number of passengers per flight during the years 1998-99 and 1999-2000 on the routes Raipur-Delhi-Raipur and Raipur-Mumbai-Raipur was as follows:—

Route	Sector	werag e i No. of Passengers per flight	
		1998-99	1999-2000
Raipur-Delhi-Raipur	1. Raipur-Delhi	33	33
	2. Delhi-Raipur	36	34
Raipur-Mumbai-Raipur	1. Raipur-Mumbai	26	32
	2. Mumbai-Raipur	35	42

(b) The number of passengers per year on these sectors during the year 2000-01, 2001-02, 2002-03 and 2003-04 was as follows:

Sector	2000-01	2001-02	2002-03	2003-04
Raipur-Delhi	12333	14780	16514	17946
Delhi-Raipur	12327	15321	16887	18584
Raipur-Mumbai	5352	5644	5712	12577
Mumbai-Raipur	7925	8690	9518	16424

(c) and (d) Indian Airlines is already operating a daily A-320 flight on the sector Mumbai-Raipur-Bhubaneshwar-Mumbai and thrice a week A-320 flight on Delhi-Raipur-Nagpur-Delhi sector. Boeing 737 flight is being operated only on Delhi-Raipur-Delhi sector for 4 days per week.

Revenue implications of air routes given to private airlines

19. SHRI ABANI ROY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any new international connectivity will arise out of the

recent initiative of Government to allow private airlines to operate on international routes;

(b) whether it is a fact that almost all the routes that have been granted to the private airlines are already being operated by Indian Airlines or Air India or both; and

(c) if so, whether the permission given to the private airlines will result in reduction in revenues of the public sector airlines from these routes and if so, to what extent?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRIPRAFUL PATEL): (a) The decision to permit Indian scheduled carriers to operate on international sectors is expected to improve the utilisation of the traffic rights by the Indian side, as well as gradually expand international connectivity from India.

(b) Based on their requests, private airlines have been permitted to operate to USA, UK, Belgium, Singapore and Malaysia. Out of this Belgium is neither served by Air India nor by Indian Airlines.

(c) The traffic size on most of these routes is quite high and has been registering constant growth. As per Government's assesment, with more flights on these routes, there would be significant shift of traffic from the indirect carriers of third countries to direct carriers of India and the concerned country. As such there would be ample commercial opportunity for all Indian carriers on these routes.

Competition act

20. SHRI MANOJ BHATTACHARYA: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) whether Government have put in place Competition Act recently and if so, its basic aims and objectives;

(b) whether a Competition Commission as envisaged in the Act has been set up and if so, when; and

(c) the work done by the Commission so far and impact, if any, made in creating competition awareness in the country?